

CHAPTER 6 TRANSPORTATION AND CIRCULATION

In May 2003, DKS Associates prepared the *Transportation Impact Analysis: DeWitt Government Center Facility Plan (2003-2010)*, which provides an assessment of project impacts on the local circulation network including roadways, transit services, and bicycle facilities. Current and future traffic conditions in the project vicinity were analyzed. The capacities of affected roads were evaluated to determine what improvements, if any, would be required to keep traffic conditions in the project vicinity within acceptable levels of service (LOS). A copy of DKS Associates' study is included as Appendix B of this EIR.

6.1 SETTING

The DeWitt Government Center Facility Plan project proposes construction, improvements, and limited demolition within the 180-acre DeWitt Center Study Area. The project area is located south of and adjacent to Bell Road, north of and adjacent to Atwood Road, and west of State Route 49 (SR 49). DKS Associates' traffic analysis addressed the area bounded by Bell Road to the north, Atwood Road to the south, Richardson Drive to the west, and First Street to the east. The study area also includes the detention facilities and other existing development west of Richardson Drive. These limits describe the developed portion of DeWitt Center. *Figure 6-1* shows the existing street system in this project vicinity. Access to DeWitt Center is provided by Richardson Drive, First Street, and F Avenue. Future plans include extension of Willow Creek Drive, which would provide a new access from SR 49 to DeWitt Center. Within DeWitt Center, A, B, and C Avenues run between First Street and Richardson Drive. F Avenue connects First Street with Atwood Road. SR 49 is a north-south highway approximately one-half mile east of Richardson Drive that connects the City of Auburn to foothill communities to the south and to Grass Valley/Nevada City to the north. SR 49 and Bell Road provide access to the project area from Interstate 80.

The *Placer County General Plan* establishes a roadway classification system to guide long range planning. Roadways are classified in this system based on their function and connections to other roadways. Classifications include local, collector, and arterial roadways. **Local streets** are those that provide direct access to adjacent land and connect to other local streets and larger roadways. Local streets typically carry very low traffic volumes. Richardson Drive, First Street, Professional Drive, Willow Creek Drive, and A, B, and C Avenues are all local roadways. Traffic from local streets is "collected" on **collector roadways** and carried to larger roadways. Collector streets generally carry light to moderate traffic volumes. In urban/suburban areas, major collector roadways will generally carry higher traffic volumes than minor collectors and thus require more right-of-way and have greater access restrictions. Atwood Road is an urban/suburban major collector between Richardson Drive and SR 49. West of Richardson Drive, Atwood Road is a rural collector. There is no written definition of a rural collector in the *Placer County General Plan*. The definition would generally be similar to an urban collector, only with slightly narrower right of way and possibly fewer left turn lanes. Bell Road is an urban/suburban minor arterial from the urban limits west of the project area to SR 49 and an urban/suburban major arterial between SR 49 and Interstate 80. Traffic from local and collector roadways feeds into **arterial roadways**, which provide connections to the State highway system and between communities and major activity centers. In urban/suburban areas, these roadways carry high traffic volumes and require substantial right-of-way. In rural areas the

traffic volumes may not be as high, but these roadways do serve as primary access routes for through travel.

DKS Associates' traffic impact analysis focused on eight intersections within the project vicinity that would most likely be affected by the DeWitt Government Center Facility Plan project. Based on projections provided by the Department of Facility Services, employment at DeWitt Center is not expected to increase significantly as a result of the proposed project. Therefore, the Placer County Department of Public Works determined that intersections on SR 49 could be excluded from the analysis. The intersections included in the analysis are:

- Richardson Drive at Bell Road
- First Street at Bell Road
- Professional Drive at Bell Road
- Richardson Drive at A Avenue
- Richardson Drive at B Avenue
- Richardson Drive at C Avenue
- Richardson Drive at Atwood Road
- First Street at Atwood Road

Existing Intersection Conditions

Traffic conditions are measured by determinations of "levels of service" (LOS), which are letter grades "A" through "F" that indicate the quality of traffic operating conditions. LOS determinations are based on a number of factors, including travel time and speed, safety, freedom to maneuver, and driving comfort and convenience. LOS E describes conditions approaching or at maximum capacity (DKS 2003). The *Placer County General Plan* and *Auburn/Bowman Community Plan* establish a minimum operating standard of LOS "C" except for within one-half mile of state highways, where the standard is LOS "D." Some intersections and roadway segments are identified in the *Auburn/Bowman Community Plan* as warranting exceptions to these standards. The exceptions are listed in Table 17 of the Community Plan, but none of the intersections evaluated in this study are included. The LOS definitions for signalized and unsignalized intersections are shown in Tables 6.1 and 6.2.

Table 6.1
Level of Service Definitions - Signalized Intersections

LOS	V/C ^a	Description
A	0.00-0.60	Free Flow / Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation / Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted.
C	0.71-0.80	Stable Operation / Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable / Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation / Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	>1.00	Forced Flow / Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

^a V/C = volume-to-capacity ratio

Source: Circular 212, Transportation Research Board 1981

Figure 6.1

Table 6.2**Level of Service Definitions - Unsignalized Intersections**

Level of Service (LOS)	A	B	C	D	E	F
Average Delay per Vehicle (sec/vehicle)	0 to 10.0	10.1 to 15.0	15.1 to 25.0	25.1 to 40.0	40.1 to 60.0	> 60.0

Source: Highway Capacity Manual, Transportation Research Board 2000

Table 6.3 summarizes existing peak hour operating conditions for the study intersections. For one-way and two-way stop sign controlled intersections, DKS Associates calculated both “average” intersection delays and “worst movement” delays. Both of these delays were calculated because intersections of a major roadway and a minor cross-street can experience a very good overall average level of service while a relatively low number of vehicles on the side street may experience lengthy delays to find a gap and enter the major street. Four-way stops use average intersection delay as the basis for level of service calculations. Signalized intersections use volume-to-capacity (V/C) ratio as the basis for level of service calculations.

Table 6.3**Existing Level of Service**

Intersection	Traffic Control	AM Peak Hour				PM Peak Hour			
		Average		Worst Movement		Average		Worst Movement	
		LOS	Delay/ V/C	LOS	Delay	LOS	Delay/ V/C	LOS	Delay
1: Richardson Dr at Bell Rd	2-way stop	A	3.2	B	12.3	A	3.3	B	13.1
2: First St at Bell Rd	2-way stop	A	4.3	D	28.1	A	3.7	C	19.6
3: Professional Dr at Bell Rd	Signal	A	0.53	—	—	A	0.42	—	—
4: Richardson Dr at A Ave	1-way stop	A	2.9	A	9.9	A	1.5	A	9.9
5: Richardson Dr at B Ave	4-way stop	A	8.3	—	—	A	8.7	—	—
6: Richardson Dr at C Ave	2-way stop	A	0.9	B	11.2	A	2.4	B	11.8
7: Richardson Dr at Atwood Rd	1-way stop	A	3.0	A	9.6	A	6.2	B	12.1
8: First St at Atwood Rd	2-way stop	A	1.4	C	17.8	A	2.6	C	22.2

Source: DKS Associates 2003

For all of the study intersections, existing traffic levels during peak AM and PM hours are at LOS A conditions. However, two intersections, First Street at Bell Road and First Street at Atwood Road, demonstrated “worst movement” traffic levels of LOS C and/or D. These two intersections provide a very good average level of service, however, some vehicles may experience prolonged delays when trying to enter either Bell or Atwood Road from First Street.

Figure 6-2 shows existing traffic volumes for the key study area intersections during the AM peak hour and Figure 6-3 shows the same data for the PM peak hour.

In order to calculate existing trip generation for the project site, DKS Associates conducted a “cordon count” for all entrances and exits to DeWitt Center in the spring of 2002. Table 6.4 shows existing daily and peak hour traffic volumes for these entrances and exits. These volumes reflect 2002 employment levels of 1,917 employees at DeWitt Center. Based on these traffic counts, DeWitt Center currently produces approximately 16,800 daily trips. While the counts include all visitors to DeWitt Center and tenants of the leased spaces, as well as employees, it is useful to express the total number of daily trips as a ratio to the number of DeWitt Center employees. It is assumed that this ratio will remain relatively constant over time. Therefore, this EIR assumes that traffic to and from DeWitt Center under no-project or with-project conditions will be approximately 8.77 daily trips per employee.

Table 6.4
Existing Traffic Volumes Entering and Exiting DeWitt Center

Location		AM Peak Hour (7:30 to 8:30 AM)				PM Peak Hour (4:30 to 5:30 AM)				Daily Volume
		Inbound		Outbound		Inbound		Outbound		
		Volume	Direction	Volume	Direction	Volume	Direction	Volume	Direction	
South of Bell Road										
	Richardson Drive	238	SB	52	NB	86	SB	228	NB	3,352
	North Entrance	27	SB	22	NB	22	SB	36	NB	631
	1 st Street	437	SB	86	NB	123	SB	245	NB	5,118
	Subtotal	702		160		231		509		9,101
North of Atwood Road										
	Richardson Drive	303	NB	112	SB	102	NB	304	SB	4,043
	F Avenue	85	NB	40	SB	21	NB	83	SB	1,313
	1 st Street	161	NB	54	SB	45	NB	122	SB	2,352
	Subtotal	549		206		168		509		7,708
	Total	1,251		366		399		1,018		16,809
	Trips per Employee (1,917 employees)	Inbound		Outbound		Inbound		Outbound		Total
		0.65		0.19		0.21		0.53		8.77

Source: DKS Associates based on traffic counts conducted in February and April 2002

Figure 6.2 Existing Conditions AM Peak Hour

Figure	6.3	Existing	Conditions	PM	Peak	Hour
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The traffic count data shown in Table 6.4 were used to estimate the distribution of trips that enter and leave DeWitt Center. Table 6.5 shows the existing distribution of traffic to and from DeWitt Center.

Table 6.5
Existing Traffic Volume Distribution Entering and Exiting DeWitt Center

Location		AM Peak Hour (7:30 to 8:30 AM)		PM Peak Hour (7:30 to 8:30 AM)		Percent of Daily Volume
		Percent of Total Inbound Volume	Percent of Total Outbound Volume	Percent of Total Inbound Volume	Percent of Total Outbound Volume	
South of Bell Road						
	Richardson Drive	19.0%	14.2%	21.6%	22.4%	19.9%
	North Entrance	2.2%	6.0%	5.5%	3.5%	3.8%
	1st Street	34.9%	23.5%	30.8%	24.1%	30.4%
	Subtotal	56.1%	43.7%	57.9%	50.0%	54.1%
North of Atwood Road						
	Richardson Drive	24.2%	30.6%	25.6%	29.9%	24.1%
	F Avenue	6.8%	10.9%	5.3%	8.2%	7.8%
	1st Street	12.9%	14.8%	11.3%	12.0%	14.0%
	Subtotal	43.9%	56.3%	42.1%	50.0%	45.9%
	Total	100.0%	100.0%	100.0%	100.0%	100.0%

Source: DKS Associates based on traffic counts conducted in February and April 2002

Existing Transit Service

Two Placer County Transit (PCT) bus routes serve DeWitt Center. The Highway 49 Shuttle route provides hourly service along SR 49 and makes several stops within DeWitt Center. This route also serves the City of Auburn and provides a connection to PCT's Taylor Road Shuttle and their Auburn-to-Light Rail route. The North Auburn Loop route provides hourly service in the North Auburn area, with stops in DeWitt Center.

Existing Bicycle Facilities

Bicycle facilities in the project vicinity are very limited. Bell Road and Atwood Road are indicated as "on-street bikeways" on the Placer County Bikeway Map prepared by the Placer County Transportation Planning Agency. These roadways do not have signed or striped bike lanes but were determined to be appropriate for bicyclists to share the travel way with motor vehicles traffic or pedestrians.

6.2 REGULATORY FRAMEWORK

There are several plans, statutes, and regulations adopted by Placer County that will be used to evaluate the proposed project. The following policies, plans, and regulations cover the primary aspects of the transportation system (operations and design) and should be adhered to by the proposed project.

Auburn/Bowman Community Plan

The following *Auburn/Bowman Community Plan* policies related to transportation and circulation, found in the Transportation and Circulation Element, are applicable to the DeWitt Government Center Facility Plan project.

Goals V.B

1. Provide for a transportation system that supports the social and economic well-being of the people and environment of the plan area.
2. Provide safe and efficient transportation systems for residents of the plan area and others who use the systems.
3. Encourage and enable the use of public and private transit as well as other alternative modes of transportation. Expand public transportation opportunities to meet the needs of the plan area's residents, reduce traffic congestion, and improve air quality.
4. Encourage the use of transportation systems management (TSM) strategies – such as flex time, park and ride lots, etc. – to reduce peak-period traffic and total vehicle miles traveled (VMT).
5. Keep to a minimum the number of driveway encroachments along public roadways – particularly along major corridors.
6. Eliminate potential hazards and otherwise improve existing, substandard roads in the plan area.
7. Provide safe bicycle facilities along existing and proposed roadways.
8. Maintain roads, trails, and other transportation facilities at a standard which assures safe public use.
9. Provide adequate space for alternative modes of transportation within or adjacent to existing transportation corridors.

V.C.1 Rights-of-way for roads shall be wide enough to accommodate roadways, trails, bikeways, drainage, public utilities, landscaping, and suitable separations. Minimum right-of-way criteria for roadways throughout the Plan area are shown in the Background Report.

V.C.3 Off-street vehicular parking shall be provided by all new development.

V.C.5 The level of service (LOS) minimum standard for roadways and intersections throughout the Plan area shall generally be LOS C. Exceptions to this standard are listed in Table 17 [of the *Auburn/Bowman Community Plan*]. Land development improvement requirements shall be set to sustain LOS C at all roadway and intersection locations for as long as possible.

- V.C.6 Land development projects shall be approved only if the identified LOS standards can be sustained on the Plan area road network and intersections after:
- a. Traffic from approved projects has been added to the system, and
 - b. Improvements funded by this program are in place.
- NOTE: This will sometimes result in temporary violation of level of service (LOS) standards until adequate funding has been collected for the construction of program improvements.
- V.C.13 As development of the Plan area occurs, dedication of public rights-of-way shall be required for the roads, trails, and bikeways identified in the Plan. Dedication of right-of-ways as well as construction of such roads, trails, and bikeways shall be required as conditions of approval placed on land development projects.

Placer County General Plan

The *Placer County General Plan's* Transportation and Circulation Element contains policies governing development within unincorporated Placer County. Below is a list of policies which are applicable to the DeWitt Government Center Facility Plan project.

- Goal 3.A** To provide for the long-range planning and development of the county's roadway system to ensure the safe and efficient movement of people and goods.
- 3.A.2 Streets and roads shall be dedicated, widened, and constructed according to the roadway design and access standards generally defined in Section I of this *Policy Document* and, more specifically, in community plans and the County's *Highway Deficiencies Report*. Exceptions to these standards may be necessary but should be kept to a minimum and shall be permitted only upon determination by the Public Works Director that safe and adequate public access and circulation are preserved by such exceptions.
- 3.A.3 The County shall require that roadway rights-of-way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes (beyond 2010), as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations. Minimum right-of-way criteria for each class of roadway in the county are specified in Part I of this *Policy Document* (see page 29).
- 3.A.6 The County shall require all new development to provide off-street parking, either onsite or in consolidated lots or structures.
- 3.A.7 The County shall develop and manage its roadway system to maintain the following minimum levels of service (LOS).
- a. LOS "C" on rural roadways, except within one-half mile of state highways where the standard shall be LOS "D".

- b. LOS “C” on urban/suburban roadways except within one-half mile of state highways where the standard shall be LOS “D”.

The County may allow exceptions to these LOS standards where it finds that the improvements or other measures required to achieve the LOS standards are unacceptable based on established criteria. In allowing any exception to the standards, the County shall consider the following factors:

- The number of hours per day that the intersection or roadway segment would operate at conditions worse than the standard.
- The ability of the required improvement to significantly reduce peak hour delay and improve traffic operation.
- The right-of-way needs and the physical impacts on surrounding properties.
- The visual aesthetics of the required improvement and its impact on community identity and character.
- Environmental impacts including air quality and noise impacts.
- Construction and right-of-way acquisition costs.
- The impacts on general safety.
- The impacts of the required construction phasing and traffic maintenance.
- The impacts on quality of life as perceived by residents.
- Consideration of other environmental, social, or economic factors on which the County may base findings to allow an exceedance of the standards.

Exceptions to the standards will only be allowed after all feasible measures and options are explored, including alternative forms of transportation.

3.A.10 The County shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile.

3.A.12 The County shall require an analysis of the effects of traffic from all land development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.

3.A.14 The County shall assess fees on new development sufficient to cover the fair share portion of that development’s impacts on the local and regional transportation system. Exceptions may be made when new development generates significant public benefits (e.g., low income housing, needed health facilities) and when alternative sources of funding can be identified to offset foregone revenues.

Goal 3.B To promote a safe and efficient mass transit system, including both rail and bus, to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Placer County.

- 3.B.3 The County shall consider the need for future transit right-of-way in reviewing and approving plans for development. Rights-of-way may either be exclusive or shared with other vehicles.
- Goal 3.D** To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.
- 3.D.1 The County shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provides connections between the county's major employment and housing areas and between its existing and planned bikeways.
- 3.D.4 The County shall promote non-motorized travel (bikeways, pedestrian, and equestrian) through appropriate facilities, programs, and information.
- Goal 6.G** To integrate air quality planning with the land use and transportation planning process.
- 6.G.1 The County shall require new development to be planned to result in smooth flowing traffic conditions for major roadways. This includes traffic signals and traffic signal coordination, parallel roadways, and intra- and inter-neighborhood connections where significant reductions in overall emissions can be achieved.
- 6.G.3 The County shall encourage the use of alternative modes of transportation by incorporating public transit, bicycle, and pedestrian modes in County transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities.

Placer County Level of Service (LOS) Standard

Under the *Auburn/Bowman Community Plan* and the *Placer County General Plan*, the County has set a standard of LOS "C" or better for its roadway system. Consequently, LOS "A", "B", and "C" are considered acceptable, while "D", "E" and "F" are unacceptable. Within one-half mile of a state highway, LOS "D" is considered acceptable.

Placer County Improvement Standards

Roadway improvements within Placer County must conform to a set of standard plans contained in the County's *Land Development Manual* which details County standards for pavement width, lighting, drainage, sewer, and other roadside facilities. Roadway facilities associated with the proposed project must meet or exceed these standards.

Placer County Capital Improvement Program (CIP)

Placer County's Capital Improvement Program (CIP) prescribes the phasing of roadway improvements that are needed to meet the County's level of service (LOS) standards over a 20 year period. The CIP must be reviewed and updated at least once every five years or with the approval of a significant level of development. The CIP was updated in 1994 concurrent with the updates to the *Placer County General Plan*.

The improvements included in the CIP are funded through the Imposition of Fees on new development. Fees are calculated pursuant to the requirements expressed in Sections 15.28.030

and 15.28.040 of the Placer County Code. “Fees for all development projects which require building permits shall be paid prior to the issuance of building permits. Fees for new development projects, which do not require building permits, shall be paid before any other applicable county approval is made final” (Section 15.28.030C).

6.3 IMPACTS

Significance Criteria

A transportation or circulation impact would be significant if any of the following conditions, as identified in Appendix G of the CEQA Guidelines and in the Placer County policies and plans described above, would result with implementation of the proposed project:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, the level of service standard established for Placer County – Placer County uses a LOS “C” standard for county roadways, except for those county roadways within one-half mile of a state highway and those county roadways considered exceptions in the *Auburn/Bowman Community Plan*, where LOS “D” or less is permitted. None of the roadways analyzed in this document are considered exceptions in the Community Plan;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Project Impacts

Impacts Determined to be Less than Significant

Substantial Increase in Traffic and/or Violation of Level of Service Standards. The *Transportation Impact Analysis* conducted by DKS Associates found that the proposed project will not significantly increase traffic volumes in relation to existing traffic loads and roadway capacities and that the traffic conditions at the study intersections in 2006 and in 2020 with the proposed project would meet the LOS standards established in the *Auburn/Bowman Community Plan*. The methodology and results of the analysis are presented on the following pages.

In addition to evaluating the existing traffic conditions, as documented in Section 6.1, DKS Associates’ traffic analysis addresses the following development scenarios:

- 2006 No Project
- 2006 with development of DeWitt Government Center Facility Plan (2003-2010)

- 2020 No Project
- 2020 with development of DeWitt Government Center Facility Plan (2003-2010)

Future transportation system needs and impacts on the County's roadway system are based on the Placer County Travel Demand Model, which was originally developed by DKS Associates in 1993 for Placer County. This model was recently re-validated to 2001/2002 conditions in the North Auburn area.

2006 No Project Conditions

DKS Associates' analysis of the "no project" conditions under the 2006 and 2020 conditions assumed that the improvements contained in the Placer County Capital Improvement Program (CIP) would be fully implemented. These improvements include the following improvements by 2006:

- Widening of Bell Road from 2 to 4 lanes (between SR 49 and I-80),
- Extension of Willow Creek Drive from current terminus to the intersection of 1st Street and F Avenue,
- Extension of Professional Drive from its current terminus to the intersection of 1st Street and D Avenue,
- Signalization of Richardson Drive/Atwood Road intersection (concurrent with construction of the Atwood Ranch Phase III residential subdivision),
- Signalization of First Street/Bell Road Intersection,
- Extension of Richardson Drive south of Atwood Road to serve the Atwood Ranch Phase III development, and
- Locksley Lane Connector, east from Quartz at SR 49 and north to Locksley Lane.

The planned extension of Willow Creek Drive will provide a new access from SR 49 to DeWitt Center and substantially change existing travel patterns in the vicinity of DeWitt Center. This roadway alteration is not a part of the currently proposed project but is a part of County roadway planning. The planned extension of Professional Drive from its current ending south of Bell Road to the east edge of DeWitt Center, which is also not a part of the proposed project, will provide a new access point to the project area. These two roadway extensions would change the distribution of DeWitt Center traffic displayed in *Table 6.5* and have been incorporated into the future scenarios with and without the proposed project.

Under the 2006 conditions, various local development projects were assumed to be in place based on conversations with Placer County Department of Public Works staff. These projects include:

- A Home Depot store, located east of the DeWitt Center Study Area along Willow Creek Drive between Professional Drive and SR 49 (approximately 129,000 square feet).
- An Auto Zone auto parts store, located at the southwest corner of SR 49 and Willow Creek Drive (approximately 5,400 square feet).

- Sullivan Commercial located at the northwest corner of SR 49 and Willow Creek Drive, a co-branded Arco gas station and Wendy's (3,400 square feet with 12 fueling stations) and 20,000 square feet of specialty commercial shops.
- Highway 49 Racing Pigeon Clubhouse, located on the east side of SR 49 at Poppy Lane (1,344 square feet).
- Rock Creek Plaza renovation, located at southeast quadrant of SR 49 and Bell Road (43,000 square foot expansion of existing commercial center).
- The Atwood Ranch Phases II, III, and V located south of Atwood Road and totaling 229 residential units.
- A new middle school south of Atwood Road.

2006 With Project Conditions

The proposed project involves transferring employees from existing buildings to new buildings and from existing buildings to other existing buildings. Most of these movements are scheduled to take place between July 2005 and February 2006. Some transfers may occur as late as December 2007. These transfers are also expected to change existing travel patterns in the project vicinity.

For 2006 conditions, the proposed project includes minimal new employment in DeWitt Center. Approximately 15 new employees would be located at the new facilities. Thirteen currently occupied multi-family dwelling units (Bell Gardens Apartments) would be demolished in Phase A of the proposed project and up to ten new multi-family dwelling units would be constructed as part of the new WC in Phase D of the proposed project.

2020 No Project Conditions

Future improvements contained in the Placer County CIP to be constructed by 2020 include the following:

- Widening of SR 49 to six lanes from Dry Creek to Nevada Street,
- Extension of Richardson Drive from Bell Road north to Dry Creek Road,
- Extension of Education Street west to Richardson Drive,
- Extension of Quartz Drive west to Richardson Drive, and
- Improvement of Bell Road to four-lane divided arterial standards from SR 49 to Richardson Drive.

The existing facilities at DeWitt Center are outdated and overcrowded. Therefore, employment levels at DeWitt Center are assumed to remain constant in the no project conditions as there is limited room for growth without implementation of the proposed construction.

2020 With Project Conditions

The proposed project will accommodate approximately 180 new employees at DeWitt Center by 2010. As recognized in the *Transportation Impact Analysis*, Placer County is currently implementing plans for the construction of a South Placer Justice Center (SPJC). That facility is

expected to be constructed in phases, with some construction completed in 2005 and additional construction phases completed in 2007. This facility will accommodate the transfer of 249 employees from DeWitt Center to the South Placer County Justice Center in 2007, resulting in a net decrease of 69 employees at DeWitt Center. The *Transportation Impact Analysis* was based on preliminary staffing projections that called for a transfer of 205 employees, resulting in a net decrease of 25 employees. Therefore 2020 With Project Conditions as evaluated in this EIR are slightly worse than actually anticipated.

Table 6.6 summarizes the estimated trip generation at DeWitt Center under existing conditions (year 2002 data) and the With Project conditions for 2006 and 2020.

Table 6.6

Estimated Growth in Vehicle Trips Generated by DeWitt Center

		2002	2006	2020
Employment		1,917	1,932	1,892 ¹
Daily Vehicle Trips		16,809	16,940	16,590
AM Peak Hour Vehicle Trips	Inbound	1,251	1,261	1,235
	Outbound	366	369	364
PM Peak Hour Vehicle Trips	Inbound	399	402	397
	Outbound	1,018	1,026	1,013

Note 1: Reflects 205 employees moved to South Placer County Justice Center (SPJC) in Roseville by 2010
Source: DKS Associates 2003

2006 Traffic Impact Analysis

No Project

Figure 6-4 shows the 2006 No Project AM peak hour volumes at the study intersections and Figure 6-5 shows the 2006 No Project PM peak hour volumes. DKS Associates conducted a planning level traffic signal warrant analysis under 2006 No Project conditions. Results of this analysis suggest that traffic signals would likely be warranted at the intersections of First Street at Bell Road and Richardson Drive at Atwood Road by 2006 without the proposed project.

With Project

As stated previously, the DeWitt Government Center Facility Plan does not include significant increases in employment by 2006. It is assumed that the new buildings will house employees that currently are located in other buildings throughout DeWitt Center. Buildings that are left vacant by the transfers of employees included in the proposed project would be demolished. Therefore, compared to the No Project condition, few new vehicle trips would be produced by the proposed project in 2006.

Employees and visitors to the proposed new buildings will use different parking facilities than they would under the No Project condition. The change in location of employment and parking resulting from these proposed projects would cause moderate shifts in traffic around the area. The new buildings are all located toward the west side of the developed area within DeWitt Center and thus would cause shifts of traffic from the eastern entrances and roadways in

Figure 6.4 2006 No Project AM Peak Hour Volumes

Figure 6.5 2006 No Project PM Peak Hour Volumes

DeWitt Center toward the west. An updated and more detailed version of the Placer County Travel Demand Model was used to determine the resultant shifts of traffic at the study intersections. *Figure 6-6* shows the estimated shifts in turning movements attributed to the proposed project for the AM peak hour and *Figure 6-7* shows the estimated shifts for the PM peak hour. The updated Travel Demand Model also includes the Willow Creek and Professional Drive extensions. The addition of these two extensions results in shifts of vehicles from Atwood and Bell to Willow Creek and from First to Professional. Since these two extensions are assumed to be in the no project and with project cases, their impacts on traffic volumes are not documented in the Traffic Impact Analysis report prepared by DKS Associates.

Figure 6-8 shows the 2006 Plus Project AM peak hour volumes, and *Figure 6-9* shows the same data for the PM peak hour. A planning level traffic signal warrant analysis was conducted for 2006 Plus Project conditions. Results of this analysis suggest that no additional signals would be warranted in the Plus Project conditions beyond those needed under the No Project conditions (at the intersections of First Street at Bell Road and Richardson Drive at Atwood Road).

Table 6.7 shows the level of service summaries for 2006 conditions for the AM and PM peak hours. These tables show that all study intersections would operate at acceptable (LOS A through C) conditions with or without the proposed project. Compared to the No Project conditions, the new facilities of the proposed project would shift moderate amounts of traffic from one intersection to another, but they would not add significant overall traffic to the roadway system near DeWitt Center.

2020 Traffic Impact Analysis

No Project

A traffic impact analysis was conducted for the year 2020 in the project vicinity. Estimated 2020 development levels in the North Auburn area and the rest of the region were assumed based on previous regional studies. In addition, checks were made to ensure that key local developments were included in the 2020 development assumptions. The Placer County Travel Demand Model was then used to estimate roadway volumes on the study area roadways and intersections. *Figure 6-10* shows the 2020 No Project AM peak hour volumes at the study intersections, and *Figure 6-11* shows the 2020 No Project PM peak hour volumes.

With Project

The proposed DeWitt Government Center Facility Plan includes increases in employment in the new facilities over the facilities they replace. These increases in employment are anticipated to occur by 2010. Countering these increases, however, are shifts of employees from DeWitt Center facilities to the proposed South Placer Justice Center by 2007. The approximately 180 new employees anticipated by 2010 combined with the 249 employees to be transferred to the SPJC by 2007 result in a decrease of 69 employees by 2020 and a related decrease in daily traffic trips to and from DeWitt Center. As stated above, the *Transportation Impact Analysis* was based on preliminary staffing projections that called for transfer of 205 employees to the South Placer Justice Center, corresponding to a decrease of 25 employees. Thus this analysis indicates conditions that are slightly worse than is actually anticipated.

Figure 6.6 Shifts in turning movements AM

Figure 6.7 shifts in turning movements PM

Figure 6.8 2006 Plus Project AM Peak Hour Volumes

Figure 6.9 2006 Plus Project PM Peak Hour Volumes

Table 6.7
2006 Levels of Service - With Project

Intersection	Traffic Control	No Project AM				Plus Project AM				No Project PM				Plus Project PM			
		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement	
		LOS	Delay/V/C	LOS	Delay	LOS	Delay/V/C	LOS	Delay	LOS	Delay/V/C	LOS	Delay	LOS	Delay/V/C	LOS	Delay
1: Richardson Dr at Bell Rd	2-way stop	A	3.9	C	16.8	A	4.4	C	19.6	A	3.0	B	12.9	A	3.5	B	13.6
2: First St at Bell Rd	Signal ¹	A	0.41			A	0.47			A	0.45			A	0.42		
3: Professional Dr at Bell Rd	Signal	A	0.52			A	0.50			B	0.61			B	0.61		
4: Richardson Dr at A Ave	1-way stop	A	2.8	B	10.4	N/A	N/A	N/A	N/A	A	1.5	B	10.0	N/A	N/A	N/A	N/A
5: Richardson Dr at B Ave	4-way stop	A	8.8			A	8.9			A	9.0			A	8.9		
6: Richardson Dr at C Ave	2-way stop	A	1.2	B	12.8	A	1.4	B	13.8	A	2.7	B	13.1	A	2.2	B	12.2
7: Richardson Dr at Atwood Rd	Signal ¹	A	0.36			A	0.37			A	0.30			A	0.31		
8: First St at Atwood Rd	2-way stop	A	1.5	C	19.3	A	1.5	C	19.3	A	2.1	C	24.6	A	2.0	C	24.6
9: CES and WC Entrance at Atwood Road ³	1-Way Stop	N/A	N/A	N/A	N/A	A	0.2	B	10.4	N/A	N/A	N/A	N/A	A	0.2	B	10.1

Note: 1 New traffic signals included in Placer County CIP

2 Intersection abandoned under Plus Project conditions

3 New intersection part of Proposed Project

Source: DKS Associates 2003

Figure 6.10 2020 No Project AM Peak Hour Volumes

Figure 6.11 2020 No Project PM Peak Hour Volumes

As in the 2006 conditions, the proposed project will cause moderate shifts in traffic around the project area resulting from the new locations of employment centers and parking lots. *Figure 6-12* shows the approximate shifts in turning movements attributed to the proposed project for the AM peak hour in the 2020 scenario, and *Figure 6-13* shows the turning movement shifts in the PM peak hour.

Figure 6-14 shows the 2020 Plus Project AM peak hour volumes, and *Figure 6-15* shows 2020 Plus Project PM peak hour volumes. A planning level traffic signal warrant analysis was conducted for all 2020 conditions. Results of this warrant analysis suggest that no additional signals would be warranted beyond those needed under the No Project condition/2006 scenario (at the intersections of First Street at Bell Road and Richardson Drive at Atwood Road). The Placer County CIP includes new signals at these intersections by 2020.

Table 6.8 shows the level of service summaries for 2020 conditions for the AM and PM peak hours. The tables show that all study intersections would operate at acceptable conditions (LOS A through C) with or without the proposed project. Compared to the No Project condition, the proposed project would shift moderate amounts of traffic from one intersection to another, but the proposed changes in conditions in the DeWitt Center Study Area would not add significant overall traffic to the roadway system near DeWitt Center.

One stop sign controlled intersection (First Street at Atwood Road) would operate at an overall intersection LOS "A" in the PM peak hour both with and without the proposed project. The LOS analysis also shows that the southbound approach would operate at LOS "E" with and without the proposed project. This means that while the overall intersection operates at an acceptable level of service, the relatively low volumes on the north and south approaches would experience longer delays. The County's LOS policy applies to overall intersection delay, not the delay of each approach, therefore signalization of this intersection is not warranted under 2020 conditions with or without the proposed project.

Another stop sign controlled intersection (Richardson Drive at C Avenue) would operate at an overall intersection LOS "A" in the AM peak hour both with and without the proposed project. The LOS analysis also shows that the westbound approach would operate at LOS "D" without proposed project and LOS "F" with the proposed project. This means that while the overall intersection operates at an acceptable level of service, the relatively low volumes on the westbound approach would experience longer delays with the proposed project than without it. The County's LOS policy applies to overall intersection delay, not the delay of each approach, therefore signalization of this intersection is not warranted under 2020 conditions with or without the proposed project.

Figure 6.12 2020 Project Added AM Peak Hour Volumes

Figure 6.13 2020 Project Added PM Peak Hour Volumes

Figure 6.14 2020 Plus Project AM Peak Hour Volumes

Figure 6.15 2020 Plus Project PM Peak Hour Volumes

Table 6.8
2020 Levels of Service - With Project

Intersection	Traffic Control	No Project AM				Plus Project AM				No Project PM				Plus Project PM			
		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement	
		LOS	Delay/ V/C	LOS	Delay	LOS	Delay/ V/C	LOS	Delay	LOS	Delay/ V/C	LOS	Delay	LOS	Delay/ V/C	LOS	Delay
1: Richardson Dr at Bell Rd	Signal ¹	A	0.41			A	0.41			A	0.44			A	0.44		
2: First St at Bell Rd	Signal ¹	A	0.55			A	0.51			A	0.52			A	0.52		
3: Professional Dr at Bell Rd	Signal	A	0.48			A	0.49			B	0.645			B	0.64		
4: Richardson Dr at A Ave ²	1-way stop	A	2.9	A	9.9	N/A	N/A	N/A	N/A	A	1.5	A	9.9	N/A	N/A	N/A	N/A
5: Richardson Dr at B Ave	4-way stop	B	11.4			B	12.1			A	10.0			A	9.9		
6: Richardson Dr at C Ave	2-way stop	A	2.8	D	26.2	A	4.9	F	56.1	A	2.6	C	15.2	A	3.3	C	16.5
7: Richardson Dr at Atwood Rd	Signal ¹	B	0.61			A	0.60			A	0.46			A	0.46		
8: First St at Atwood Rd	2-way stop	A	2.1	C	23.8	A	2.2	C	24.1	A	3.4	E	40.4	A	3.4	E	41.0
9: CES and WC Entrance at Atwood Road ³	1-Way Stop	N/A	N/A	N/A	N/A	A	0.1	B	13.0	N/A	N/A	N/A	N/A	A	0.1	B	11.8

Note: 1 New traffic signals included in Placer County CIP

2 Intersection abandoned under Plus Project conditions

3 New intersection part of Proposed Project

Source: DKS Associates 2003

Result in a Change in Air Traffic Patterns Resulting in Substantial Safety Risks. DeWitt Center is located within the Foothill Airport Land Use Plan (FALUP). The project area is located approximately 1.25 miles from the Auburn Municipal Airport. The FALUP designates the majority of the project area in Airport Compatibility Zone D, where the only land use restrictions with respect to air traffic are structure height and use of reflective materials. The proposed construction does not meet or exceed the maximum height limits, as discussed in CHAPTER 4, LAND USE, nor does it include the use of reflective materials that could affect air traffic patterns.

Inadequate Emergency Access. All new and/or redesigned road encroachments and access ways would be designed per Placer County standards to meet emergency access requirements. The proposed project does not include any significant road realignments that would have an adverse affect on emergency access throughout DeWitt Center. Based on employment projections developed by the Placer County Department of Facility Services, the project would not significantly increase employment or visitors to the project area. Therefore it would not significantly increase demand for emergency services and the existing access would be sufficient to serve the existing and proposed uses at DeWitt Center.

A new encroachment on Atwood Road is proposed to provide access to the Children's Emergency Shelter and Women's Center projects (CES and WC). Due to the topography along Atwood Road, it is possible that sight distance at the location of the new encroachment may create safety hazards. However, the roadway would be designed to meet all emergency access requirements. The safety hazards associated with this proposed roadway are discussed in Impact 6.1.

Inadequate Parking Capacity. The proposed project includes adequate parking facilities which would sufficiently support the number of employees and visitors to the proposed Land Development Building (LDB) and Auburn Justice Center (AJC). The Placer County Zoning Ordinance, Section 10.052 requires one parking space for every 300 square feet of office building space. The proposed parking for the LDB includes 200 parking spaces in the first phase of development and 200 additional spaces within one year of completion of the building. This provides 83 spaces more than the 317 required for the ±95,000 square foot building. It is anticipated that the proposed LDB would not operate at its maximum capacity within the first few years of occupation, therefore, the provision of 200 parking spaces (or one for every 475 square feet of office building space) would be sufficient to meet parking demand in the first year. The proposed parking for the AJC includes 429 spaces, including secure parking areas for Sheriff's Office special equipment and vehicles. Of these, 121 are available for public/visitor parking. The proposed AJC consists of a ±67,300 square foot office building and ±28,000 square foot Ancillary Building. Using the parking standard for office buildings for the main building and for warehousing (one space for every 1,500 square feet) for the Ancillary Building, the AJC requires 244 parking spaces. Parking considerations for the CES and WC will be evaluated in subsequent project-level review of those projects.

Conflicts with Adopted Policies, Plans, or Programs Supporting Alternative Transportation. Currently, Placer County Transit (PCT) provides hourly bus service to DeWitt Center on two routes, one of which provides connections to other PCT bus routes in the City of Auburn. By 2020, employment at DeWitt Center is expected to grow by only about 10 percent, and thus will

likely not require additional bus service to DeWitt Center. Since the LDB, AJC, CES, and WC would not significantly increase employment or visitors to DeWitt Center, they would not significantly increase the demand for transit services or bicycle facilities in the project area, and thus would not have a significant impact on transit.

Bicycle facilities in the project vicinity are very limited. As stated above, Bell Road and Atwood Road are classified as “on-street bikeways.” There are no signed or striped bike lanes on these roads. The proposed project includes widening of the southern side of Bell Road adjacent to the Land Development Building site and provision of curb, gutter, and sidewalk. The project also includes widening of the western side of Richardson Drive adjacent to the Auburn Justice Center site and provision of curb, gutter, and sidewalk. In compliance with the *Auburn/Bowman Community Plan* Parks and Recreation Section, the project also includes provision of sections of Class 1 trails along each construction site’s frontage on Bell Road, Richardson Drive, and Atwood Road. The proposed trail segments are shown in *Figure 2-10* in **CHAPTER 2, PROJECT DESCRIPTION**. These actions will increase bicycle safety within the immediate vicinity of the project area. DKS Associates found that since the proposed project would not significantly increase employment or visitors to DeWitt Center, it would not significantly increase demand for bicycle facilities.

The Placer County Zoning Ordinance requires that parking lots with 20 or more spaces provide one bicycle rack for every 20 required parking spaces. Bicycle racks need to hold a minimum of four bikes. However, this policy translates to a requirement for 15 bicycle parking racks at the LDB (311 parking spaces are required, 311 divided by 20 is 15). This would provide parking for 60 bicycles. Very few of the existing employees in and visitors to the Land Development departments use bicycles to commute or visit DeWitt Center. Therefore, the proposed project includes provision of three bicycle parking racks, accommodating 12 bicycles total, at the LDB. The County would provide additional parking racks when and if demand for them occurs. Similarly, the bicycle parking required by the zoning ordinance for the AJC is excessive in relation to the use of the proposed facility. Vehicle parking at the AJC is required to be a minimum of 244 spaces, which would translate to a requirement for 11 bicycle parking racks, accommodating parking for 44 bicycles. Instead, the Department of Facility Services proposes to provide one bicycle parking space for every 15 public vehicle parking spaces (excluding secure parking spaces designated for staff use). As 121 public parking spaces are provided, the Department of Facility Services proposes to provide bicycle parking racks that will accommodate a total of eight bicycles at the AJC. Again, the County would provide additional bicycle parking as demanded by actual use of the building.

Potentially Significant Impacts

Impact 6.1 – Substantially Increase Hazards Due To Design Feature Or Incompatible Uses

Significance Before Mitigation:	Significant
Mitigation:	6.1a
Significance After Mitigation:	Less than Significant

DKS Associates’ review of the changes in circulation near the proposed LDB and AJC indicates that the projects are not expected to create any significant impacts on localized vehicle

circulation and safety. The proposed design of entrances to parking areas for these buildings would consolidate access points at appropriate locations (DKS 2003).

The proposed CES and WC driveway onto Atwood Road is located approximately one-half mile west of Richardson Drive. Atwood Road in this area has a couple of small hills which limit the “sight distance” along the roadway. In the vicinity of the proposed driveway, Atwood Road has a 45 miles per hour (mph) design speed and the centerline is marked with a double-yellow line to indicate a no passing zone.

As stated in the *Transportation Impact Analysis*, at a minimum, the sight distance at this driveway should allow approaching vehicles time to safely stop when a vehicle exits the driveway. According to Table 201.1 in the Caltrans Highway Design Manual, a 45 mph design speed requires a minimum stopping sight distance of 360 feet. Ideally, sight distances would also allow vehicles to exit the driveway onto Atwood Road without requiring approaching vehicles to significantly reduce their speed. Much greater distances are required to meet that criterion.

DKS Associates performed sight distance measurements at this location in accordance with Caltrans design criteria. DKS found that the clear sight distance for vehicles exiting the proposed driveway would be about 360 feet to the east and approximately 285 feet to the west. Therefore, vehicles exiting the driveway looking east on Atwood Road could see an approaching vehicle about 360 feet away, or looking west see an approaching vehicle about 285 feet away. Beyond these distances, Atwood Road has hills that limit sight distance. The sight distance to the east of the proposed driveway would meet the minimum standard, while the sight distance to the west would be 75 feet below the minimum. The lack of a safe sight distance at the proposed location for the driveway to the CES and WC represents a significant impact. *Mitigation Measure 6.1a* requires either reconstruction of Atwood Road in the vicinity of the proposed driveway to provide adequate sight distance in accordance with Placer County design standards to the satisfaction of the Placer County Public Works Department, or relocation of the future driveway to a location that meets minimum sight distance requirements.

6.4 MITIGATION MEASURES

Substantially Increase Hazards Due To Design Feature Or Incompatible Uses

Mitigation Measure 6.1a: To ensure adequate sight distance exists for vehicles exiting the Children’s Emergency Shelter and Women’s Center sites via the proposed driveway accessing Atwood Road, the Department of Facility Services shall either reconstruct Atwood Road in the vicinity of the proposed driveway or relocate the driveway to a location meeting minimum sight distance requirements.

Compliance with this mitigation measure will be assessed during subsequent project-level environmental review of the proposed CES and WC facilities.

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